BRANDEIS BROKE FAITH IN BIG RATE CASE, HE CHARGES

Hired to Defend Shippers, but Said Roads Needed Help. Witness Swears.

FAILURE TO SPEAK COST CLIENTS VICTORY

WASHINGTON, Feb. 9 .- Public hearings on the nomination of Louis D. Brandeis to be an Associate Justice of the United said Mr States Supreme Court were begun to- made that rates should be increased. day before a crowded committee room. Senator Chilton of West Virginia, chairman of the sub-committee of five of the Senate Judiciary Committee, presided. The other members of the sub-committee and Clark

chairman of the lowa Board of Rail-Commissioners. He repeated harges he has made in the press that Mr. Brandels as counsel for the Inter-

Ous shipping associations.

The complaint Mr. Thorne made reduced: gainst the nominee was that he apapparently making common the railroads was adequate, and then, nont a word of warning or securing privilege of closing the argument. Brandels conceded away the ship-ocase. Mr. Thorne insisted that up pers' case. Mr. Thorne means to that time the shippers had the case

The witness was before the committee t a morning session that lasted until final fternoon and was examined again to-pack

"I did not request this hearing," said Mr. Thorne, "but I came at the request of the chairman of the sub-committee. In the first place let me say that the gentleman under your consideration has been guilty of infidelity, breach of faith and bad protessional conduct in one of the great cases of this generation. In the second place in an open hearing while acting as counsel for the commission Mr. Brandeis committed himself to the proposition that a net return of 7½ per tent, upon railroad capital stock was inadequate or negligible, though declared inadequate or negligible, though declared as to high or unreasonably high returns of twill be very costly to the American people."

A discussion of the interests of the consumer. "A discussion of the interest of the consumer."

A discussion of the interests of the deadline between work and wages. The railroads say in effect that men who have put in a few years of railroad say in the period of the consumer. "Well, the Democratic party ought to have put in a few years of railroad say in the cases," retorted Mr. Thorne, "The interest of the consumer is usually a matter of jest."

John M. Eselman, Lieutenant-Governor of California, formerly chairman of the sub-committee.

In the first place let me say that the gentleman of the sub-committee.

A discussion of the interests of the consumer."

A discussion of the interests of the consumer."

"Well, the Democratic party ought to have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few years of railroad say in effect that men who have put in a few year with the permit the men further to separate the deadline between work and wages. Th

was representing the commission as legal adviser and as such had a free hand. He was not bound to follow the general the was not bound to follow the general he had failed to find any one connected to the failed to find any one connected the failed the failed to find any

"I took the stand before the entire commission and talked all day. Various gon shippers, testified that Mr. Brandels would "betray no one on earth, much less ver, as they felt appreciation of intelagreement. When the railroads offered evidence, Mr. Brandels and I sat to-gether most of the time with other counof for shippers. We participated to-ether in cross-examination and our re-tions were most friendly."

Alded Ronds, He Says.

"I said it was impossible physically for me to open then as I was iii. Besides, I desired to follow counsel for individual shippers rather than to precide them. I was atrait, these special counsel might be tempted to concede the general proposition to the railroads, making exceptions in their own cases. The general proposition was the issue. of chief concern to the railroads; they ground.

Was the issue ground.

On the date of their conjunction the wanted more revenues wherever they. movement and they had been fighting 113,000,000 miles, and that of Jupiter "1. Are the men who are for it four years. I wanted to safeguard 530,000,000 miles, or more than 400,000, higher pay now underpaid? "2. Do these men work "2. Do these men work

Mr. Brandels said, Well, if you are SEVEN MEN HOLD UP SALOON. not able to open I think it can be ar-ranged. But, somehow he didn't arrange it and I was ordered to open the se. Later on I asked Mr. Brandeis let me follow the shippers and pre-

whole the net revenue of the carriers in Association territory. Whatever might be true of the rates, he added, the net operating revenue was insufficient.

am not saying that there was an ing improper or dishonest in the rail-and propaganda. Here was a great intest involving \$50,000,000 or \$100,-0,000 a year. If we adopt the standard efore a human tribunal, and after were heard, special counsel appointed to so all phases of the case presented, without any warning or notice to other counsel, conceded the very point at issue

"What relief did he ask for the rail-ids," asked Senator Walsh of Monna, a Democrat.
"He did not favor the 5 per cent. rate

nerease," replied Mr. Thorne. Wanted Rate Advance.

"He admitted that the net revenues "Scientific management was though Mr. Brandeis stressed it

the charging for private cars of directors and special charges for expedited service and industrial switching. He recommended further an increased passenger rate which would be a tax on the nutilic and charging the Gov. passenger rate which would be a tax on the public and charging the Government a larger amount for carrying the mails, with increased charges for spotting cars. Of the entire series which he recommended only one affected net revenue alone and was not an additional tax on the people."

"Your view," said Senator Walsh, "was that the net revenue of the roads was adequate, and Mr. Brandels con-

in the force that body on the advanced rate case, broke faith with Mr. Thorne, who represented shippers and some of the railroad commissions of the middle West. "I believe the nominee before this committee was guilty of infidelity, of breach of faith and of unprofessional conduct in connection with one of the conduct in connection with one of the conduct cases of this generation." Mr. The with the case of the ment that the day is the proper workday when they have worked that an increase by special advances and nours they have fully connection with one of the revenues," put in Senator Cummins of Iowa, who did the questioning for the Republicans, "were suftioning for the Republicans, "were sufficient, and if Mr. Brandels was right about these special details, the rates should not have been advanced, but

"Yes," replied Mr. Thorne.
"Mr. Brandeis's view," said Mr. Cummins, "was that the public should pay more; your view was that the public should pay less?"

"Yes," answered Mr. Thorne.
Mr. Thorne raised a new issue against to the fact that national valuation of the lays are unnecessary."

Denial is made that the four organizations are opposed to arbitration of the

"We are just making a national ap"We are just making a national ap"We are just making a national appledged to accept it," says the state-Supreme Court. praisal of the railroads," said Mr. Thorne. "Many phases of this situation as to high or unreasonably high returns on railroad investments it will be very costly to the American people."

ning public opinion," says in part:

"The eight hour day movement is based wholly upon the justice of a

ent. upon railroad capital stock and capital stock and equate or negligible, though declared adequate by the Interstate Commerce Commission in 1910."

John M. Eseiman, Largusenant-Government of California, formerly chairman of the California Railway Commission, followed Mr. Thorne on the stand.

tend. According to Mr. Thorne, it was not Mr. Brandeis's request that he took part in the hearing, while his (Thorne's) arguments, intended to show that the railroads needed no further revenues, were privately commended by Mr. Brandeis.

"Mr. Thorne has been my friend a long time—I don't know whether he will be after to-night." Joseph M. Teal, representative of Ore-

MINERS' DEMANDS REJECTED.

Mobile, Ala., Feb. 9 .- The bitumino operators in conference with the miners this afternoon rejected the workers' genand an eight hour day

not, what should the railroads Hayes, Green and Van Bittner urged it

ne general proposition was the issue makes it appear that they are near the

came from. That was the heart of the distance of Venus from the earth will be are:

Rob Victims, Lock Them in Cellar

and Saunter Away.

and Saunter Saunt

RAILWAY UNIONS DEFEND EIGHT HOUR DAY DEMAND

Inspired Not by Business Boom, but by Justice, Says Statement Signed by Arthur, Carter, Sheppard, Lee-Managers Dispute Wage Figures.

WASHINGTON, Feb. 9 .- A statement | figures as to wages presented are the outlining the reasons that have prompted the members of the four railway brotherhoods to ask their employers for an erhoods to ask their employers for an wages. eight hour day and time and a half

acting President Sheppard of the Order cent arbitrations in the East and West, of Railway Conductors, and President show that the actual earnings of men of the Brotherhord of Bailway of the train service average approxiof Railway Conductors, and President Lee of the Brotherhood of Railway

The heads of these organizations state that the men are not as well paid as represented by the railway managers and that the demand for a shorter day and increased pay for overtime was not inspired by the present boom in busingspired by the present by the present boom in busingspired by the present by the present by the

started before the present earnings of the railways were thought of. The de-mand is based wholly on the absolute belief of the men that the eight hour day is the proper workday and that when they have worked that number of hours they have fully complied with very reasonable requirement that per-

No Incentive to Delay.

to delay work during the regular work ing time. It does not apply to railroad service. Both the employers and the men know that if delays are made without reason the men are called to account. In going over the payrolls for the past for it; if at fault they are disciplined, few days it is amazing to note the thoufor it; if at fault they are disciplined, and the companies have it within their power to determine whether or not de-

railroads eventually would go before the Supreme Court.

"We are just making a national apoposed to arbitration, neither are they

The statement, which is described as "an answer to the publicity given out by the railroads for the purpose of win-

tions, as the railroads in effect declare, the demand to extend their wage earning years is fully justified.

work days run all work days run all work days run all the fourteen.

"In the Eastern very heavy traffic,

"Overtime in road service is due al

are not sincere in their demand for a shorter workday; they declare they want wage increase rather than a time wage increase and refer to a small number of men who prefer the extra hour jobs to prove it. If the companies desire to test the sincerity of the men let them prove their belief in what they say and estab-The witness seemed to attach great importance to the commission's division of the question into parts: One, were the revenues of the railroads adequate?

The witness seemed to attach great and an eight hour day. The items were then taken up separately.

For the operators Maurer and Scheudon of the mine the revenues of the railroads adequate?

The witness seemed to attach great their belief in what they say and establish the eight hour day so that the men do not have to make a minute of overstime. The shorter workday is the only his willingness to have his name placed time. The shorter workday is the only his willingness to have his name placed time.

Wages Are High.

out the following statement in reply to the leaders of the railway unions.

The two essential things in which the

then the railroads should increase the number of men performing train service

the freight association territory was limited to Michigan, Ohio and Indiana, and oid not involve the heavy through traffic concession to be limited to the central freight territory.

"I spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and Mr. Brandeis followed me. His first sentence was that on the spoke and decide the trapdoor and of the state hatcheries of the state hatcheries as to the wages and of the state hatcheries as they should be and if they are not, whether the public is ready to decide whether these wages and of the state hatcheries as they should be and if they are not, whether the public is ready to decide whether these wages and of the State hatcheries as they should be and if they are not, whether the public is ready to decide whether these wages and of the State hatcheries as they should be and if they are not, whether the public is ready to decide whether these wages and of the State hatcheries as they should be and if they are not, whether the public is ready to decide whether these wages and of the state hatcheries as they should be and if they willing to let the of the state hatcheries as they should be and if they are not, whether the public is ready to decide whether these wages and the collection of the state hatcheries as they should be and if they willing to let the of the state hatcheries as they should be and if they willing to let the collection of the state hatcheries as they should be and if they willing to let the collection of the state hatcheries as they should be and the state hatcheries as they should be and the state hatcheries a

"The wage earner's standard of livpay for "overtime" was given out here to-night by authority of the heads of the organizations involved.

The statement is signed by Chief Arthur of the Brotherhood of Locomotive The Statement is signed by Chief Arthur of the Brotherhood of Locomotive The Received by the train service men. But official reports to the Engineers, President Carter of the Brotherhood of Locomotive Trainmen. But official reports to the Interstate Commerce Commission, and Brotherhood of Locomotive Trainmen.

> mately : "Engineers, \$1,760.
> "Conductors, \$1,520.
> "Firemen, \$1,030. "Trainmen, \$1,020.
> "Average of all snen in train serv

as compared with these 18 per cent, in train service, is about \$700 a year. If the railroads are going to add \$100,000,000 to their payroll and find the money by charging higher rates for transportation, it would seem to the laymen that they ought to distribute this money among the less well paid em-ployees, or else spread it all over the

"The public arbitrators on recent wage boards have pointed out the unfairness of the system by which the train service "The statement has been made that employees have received the cream of the wage advances.

"The figures given above are averages sands of engineers and conductors who and sor engineers and conductors who are receiving very high wages; thousands of engineers, for example, are carning upward of \$2,000 a year. A great many earn upward of \$2,500 a year. A few of the older men at the top are earning \$3,000 and \$3,500 and

high wages are in the passenger service cases work only fifteen, eighteen and twenty days a month. There came to notice the other day the case of a trainman on one of the Eastern trunk lines

arbitration boards as to the hours of service of the men on the trains. The work days run all the way from three

"In the Eastern district now, with the very heavy traffic, there are some slow freight runs which call for thirteen to fourteen hours on duty. These long from any railroad worker, are considered prize runs, and they are taken by seniority right by the older men. No em-ployee is obliged to take one of these

ability of the men they should pay extra
for it.

The payment of overtime applies with
minutes. The engineer on this run, from
the time he reports for duty until he leaves for home, is on duty thirteen hours and fifteen minutes. If he works through the month his pay check is \$223.20. It is likely that the men who re or less during the month."

WILSON WILLING TO RUN.

Not Fight for Renomination.

Governor, W. R. O'Neil of Orlando for United States Senator, four candidates for Congress and selected twelve delegates to the Chicago convention The Chicago delegates are uninstructed

"The two essential things in which the public is interested in this controversy sives and the nomination of either are:

"I. Are the men who are asking for higher pay now underpaid?"

"B to these men work unduly long hours?"

"If the wages of these men are not high enough, then the railways should pay them more.

"If these men work unduly long hours then the railways should have the railways should the railways should the railways then the railways should the railways then the railways should the railways then the railways should the railways the railways should the nomination of either Hughes or Roosevelt. Some hold Roosevelt. Some hold Roosevelt. Some hold Roosevelt to some very live to put against Wilson, but the majority seemed to favor Hughes as a man who would until the publicans and Progressives.

It was the largest and most harmoni-ous convention ever held in Florida.

THOUGHT

OUR Company has succeeded because we think It was thought that produced better ways to exam-

ine and insure titles. Thought that selected our mortgages and put them at the head of the investment

Thought that worked out the plans of our banking department that have brought to it \$34,000,000 in deposits. Thought that teaches the

wisdom of adding each year to our guarantee fund and last year added \$562,000. TITLE GUARANTEE AND TRUST CO

Capital . \$ 5,000,000 Surplus(all carned) 11,000,000 176 B'way, N. Y. 175 Remsen St., B'kly 350 Fulton St., Jamaica.

NEW COMBINATION **BACKS HUGHES BOOM**

ther down to get on the band wagon, made on the Japanese public, let me give the people stayed away from the meeting. I will, however, be at both conventions. Buchanan and Roanoke, and I will have plenty of friends."

Leave and was saluated by Lieutenant deneral Nagaoka and Mr. Jagawa, M. P.,

Slemp's Letter to Hughes. Mr. Slemp's letter to Justice Hughes

'MY DEAR JUSTICE HUGHES "I take the liberty of writing to you in regard to a political situation that has developed in the State of Virginia. conventions are called in the State to 'he State convention is called a

oid appointees, R. E. Cabell, former living in Richmond; B. A. Davis, post-master under Mr. Hitchcock at Rocky Mount, and S. Brown Allen, former took Mount, and S. Brown Allen, former post- ness

I enclose you a copy of the letter placed in the attitude of opposing you as a candidate for the Presidency, and that is the view of thousands of Republicans in our State; neither do I think it right for a fight to be inaugurated in our State against me and others on the supposition that we oppose you.

last evening to say that the use of his name in the reported correspondence was absolutely without his knowledge.

"The conversations reported with me in those letters." said Mr. Hitchcock, "had no foundation in fact. The entire story, so far as I am concerned, is unstrue. The fact is there were no conversations on my part with Mr. Allan and I never met Mr. Allan."

I review, chiefly due to the sensational articles in all the Tokyo papers. There were ensured at larger number of distance were seen a larger number of distance in those letters." said Mr. Hitchcock, "had no foundation in fact. The entire story, so far as I am concerned, is unstrue. The fact is there were no conversations on my part with Mr. Allan and I never met Mr. Allan."

I review, chiefly due to the sensational articles in all the Tokyo papers. There were seen a larger number of distance in the conversations described by the conversations of distance in the conversations of distance in the purpose of this bill—the Moon builder to enable the Post Office Department to carry on a commercial transportation business under the guise of parcil post. This will deplete the freight trains true. Every move of the plane was accompanied by thundering cheers, was incompanied by thundering cheers, was accompanied by thundering cheers, was accompanied by thundering cheers, was an additional true. Every move of the plane was accompanied by thundering cheers, was a great to enable the Post Office Department to carry on a commercial transportation business under the guise of parcil post. This will deplete the freight trains of the purpose of this bill—the Moon had articles in all the Tokyo papers. There were seen a larger number of distance and the purpose of this bill—it to enable the Post Office Department to carry on a commercial transportation business under the guise of parcil post. This will deplete the freight trains.

Royal E. Cabell Denies Charges in flee before the plane when it flew low way we have appealed to the people

U.S. AVIATOR'S TRICKS AS SEEN BY JAPANESE EYES

Exhibition Given at Tokio by Charles Niles Described by Native Writer-Crowd of 300,000 Witnesses Air Feats and Applauds Flier.

The unusual opportunity of seeing through
Japanese eyes the trick performance of an
American aviator at Tokio is afforded
readers of "The Sun" in the following article
written by "The Sun's" Japanese correspondent and unprofaned by the blue pencil
of any American editor. The charm of the They are now ready to admit that, in the degree of proficiency attained, Mr. Niles is as superior to the Oriental aviators as a peak of Alps is to the top of the Tour Effei in Paris. of any American editor. The charm of the Oriential impression is thus retained, giving the report of an aviator's air capers a distinct flavor which otherwise it could not have. It is an intensely graphic description of how the Japanese people were astonished and overloyed at their first sight of the man-bird from America.

By TOHA HACHING.

I am greatly pleased to have this opportunity to report to the American publie what a glorious success in aviation right was attained by Mr. Charles Niles on Dec. 11 and 12 in parade ground Aoyama Tokyo, to the indescribable amazewho have never expected or thought possible anything like such dangerous performances in such a tremendous height on such a frail and obstinate machine. Before reporting what impression it

a rough sketch of the actual scenes on Let enclosure of the immense parade ground e hear from you when you get Hitch- which was at the same time decorated

imittee hastily created for welcoming land

sist in selecting the most available in as a candidate. I am chairman our State committee, a member of orgress from the only Republican disciplination of about 500 meters he dashed downlet in the State.

"About ten days ago a movement "About ten da rict in the State.

"About ten days ago a movement started in the State, directed from New York city by Frank H. Hitchcock, foring you to the sum of the started in the State, directed from New ing several rounds at the height of about monplace machine with the sum of the sum

of the agreement from how the should the relative and the same than the mean are very supported to a which the support to the proposition of the which the mean are very supported to the proposition of the which the mean are very supported to the proposition of the which the mean are very supported to the proposition of the which the mean are very supported to the proposition of the which the mean are very supported to the proposition of the which the mean are very supported to the proposition of the which the mean are very supported to the proposition of the propo

cheeck says He Had No Contersations With Allan.

Ar. Hitchcock telephoned to The Sex review, chiefly due to the sensational articles in all the Tokyo papers. There articles in all the Tokyo papers. There bill—is to enable the Post Office Department to carry on a commercial trans-

"A POLITICAL CANARD."

specared to me most interesting was the effect of the implicit confidence which the crowd unanimously placed in the capability of Mr. Niles. Heretofore it

run towards the approaches sested of fleeing away to form a barrisade of tuman ba Mr. Niles deviceously hards

erophage actually practised before their yes, which were accustomed only to the lementary display of Japanese aviators.

the Tour Effel in Paris. In fact, when Mr. Niles mounted on e machine it appeared suddenly en-ened with soul. There was no more of the senseless, obstinate machine with which Oriental aviators have much trouble to deal. In the course of the several dangerous feats there was abso-

several dangerous feats there was absolutely no impression of the plane being under the artificial zontrol of the rider, but it appeared like a veritable bird flying on its own accord, up and down, right and left, setting at scornful defiance the caprice of the elements so much dreaded by the Oriennal aviators.

All the Tokyo papers agree in lavishing admiration and eulogy on the wonderful achievements of Mr. Niles. Some commenced a long statement under the big heading of "The Magic of the Air." Some remarked that even the Air." Some remarked that even birds would feel abashed at it. Some described the plane as a far lossed up in the mid-air. Again another began its sensational article by saying that the sky of Tokyo was conquered by an American aviator. American aviator.

Japanese Aviators' Praise

The effect of the aviation was parcularly strong upon the military avia-ors, who before they witnessed the acnal performances did not hold the pre-minary announcement of the perform-nce in great esteem, possibly for the to the requirements of military opera-tions and that a special training for the burpose would enable any one to play the similar games. Let me introduce by way of illustration a part of the con-versation exchanged between military dicate.

tary officers interested in aviation also attended the occasion.

In the meantime Mr. Niles appeared amid cheering of speciators on the scene in a plain aviation suit, apparently cheerful and light-hearted, but composed and self-collected. His manners indicated the great confidence he seemed to place in his capability to conquer any hesile air current that he may meet in the Japanese skies. A brief examination of the dangerous air current in our country he said that he did not much care about the air current. I thought then that he was a little too impertuant and self-conceited. But now I must acknowledge, even if I don't place in his capability to conquer any hesile air current that he may meet in the Japanese skies. A brief examination of the dangerous air current in our country he said that he did not much care about the air current. I thought then that he was a little too impertuant and arrogant and self-conceited. But the task of turning our the vactour of flying machines and arrhoads the allted Governments want to be some time last August a contract. the Japanese skies. A brief examination of the machine having been completed, he jumped on Bleriot monoplane which immediately made a steep ascent such as has never been seen in Japan, after running about 10 meters on the movement is as nautral as if he were that in any extraordinary feats his movement is as nautral as if he were the terms of the sale of the movement is as nautral as if he were too much to say that he has massive the fact that in any extraordinary feats his movement is as nautral as if he were too much to say that he has massive the fact that in any extraordinary feats his movement is as nautral as if he were too much to say that he has massive the fact that in any extraordinary feats his movement is as nautral as if he were too much to say that he has massive diseased for 1,109 machines. In or get facilities for making these massive that he has massive the most abstract that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that in any extraordinary feats his trade in the fact that it is a fact that the has massive closed for 1,109 machines. In or closed for 1,109 mac

Capt. Okada: "I once thought that the somersault of the aeroplane might not the machine.

cen in the past none surpassed in boldness and manliness and faultlessness what was displayed by Mr. Niles. The same must have been the case with all department and the axis of the earth' (a distributed familiar language expression). For a impressed upon the language that a language is a state of a valued at some same must have been the case with all department and the axis of the earth' (a distributed for human beings to view the firmament and the axis of the earth' (a distributed for human beings to view the firmament and the axis of the earth' (a distributed for human beings to view the firmament and the axis of the earth' (a distributed for human beings to view the firmament and the past section of the firmament and the past section is to take a large section of the case of aviation in Japan. He has a look of the hard and the past section of the language of aviation in Japan. He has a look of the hard at some section of the language of aviation in Japan. He has a look of the hard at some section of the language are at settil left for the is to take a large and the past section of the language are at settil left for the is to take a large are at settil left for the is to take a large are at a set in the large are at a set in

CALLS STORY UNTRUE.

Hitchcock Says He Had No ConHitchcock Says

John Jameson Three * Star Whiskey The Whiskey of Quality.

HOWEVER!

Don't get the impression that we are a contented organization on the contrary, we are filled with wholesome dissatisfaction from morning till night, trying to bring our highly specialized labors still nearer to the clusive point of perfection.

THOMPSON-STARRETT COMPANY **Building Construction**

CURTISS SYNDICATE GETS BURGESS PLANT

Takes Important Step to Meet War Call for Flying Machines.

operating organization, wh

purchasing corporation, the O

NEW YORK'S PRIVATE **SCHOOLS**

YOUNG MEN AND BOYS BARNARD SCHOOL FOR BOYS

HAMILTON INSTITUTE FOR BOYS COLLEGE PREPARATION Mr.CARPENTER'S SCHOOL for BOYS

IRVING SCHOOL Tel. 48.00 5 10.0 RAY No home study for boys under t

FOR GIRLS AND YOUNG WOMEN THE BARNARD SCHOOL FOR GIRLS eading Colleges. Gymnasium ac nis. Catalogue, 423 West 148th S HAMILION INSTITUTE FOR CHA

BARNARD SCHOOL OF HOLSTHOLD

THIS DIRECTORY APPEARS DAILY & SUNDAY. RATES ON REGILED THE SCHOOL, COLLECT AND CAMP BUREAU, N. Y. SUN, N. Y. CHIA

INSTRUCTION LANGUAGES.

NEW YORK-New York **LANGUAGES**

THE LANGUAGE PROSE ME 180

Private Schools

THE SUN maint most efficient Educ This complete serv absolutely free of ch you. Accurate and unl information given inquirers. This service will po

In writing give suffi advice can be at

valuable assistan lecting the prope

SCHOOL - COLLEG and CAMP BUREAU 150 Nassau St., New Y.